(Continued from Third page.)

another with the same result, and most of the crew were lost. In the Russo-Turkish war two or three Turkish ironclads were either destroyed by torpedoes in the Danube, after which we heard nothing of the Turkish fleet (which was useless for the rest of the war) other than complaints in the newspapers from Hobart Pasha because the Russian ships would not come out and fight with him. The French fleet in 1870 was vastly superior to the German, yet it was powerless to avail France. The torpedoes prevented the ships in the Baltic from even nearing the coasts. All these instances tend to point to the dangerous and unserviceable nature of ironclads: how their offensive power may be neutralized by torpedoes, and how, if attacked in a vulnerable quarter, they may, in spite of their water-tight compartments, &c., go down in a moment before a soul can escape—not, like the old men-of-war, sinking by inches and fighting all the time.

Of course the ships of other nations are in the same position as ourselves. We are not the only country which has ironclads; but the loss of her fleet to any other country would not have the same momentous results as to us. Our fleet is our protection and the cause of our supremacy, and the chief danger is that some scientist may hit upon some secret invention, by electricity or otherwise, which may destroy our fleet before we can guard against it: something in the way, in fact, as Colonel Chesney depicted in his "Battle of Dorking." Indeed once it might have occurred. Had we fought the Federals in 1863 about the boarding of the Trent we should have sent our fleet to Florida, to raise the blockade. We knew nothing of the Monitor, the invention of Ericsson, a Swede. The Monitor would have sunk every ship in the British navy; this was clear from the ease with which she rammed the Merrimac and three other Secessionist vessels, and we had only one iron ship, the Warrior then.—*Penang Gazette.*

WRECKED ON THE PISCADORES.

Fishermen Reveal the Facts of a Long Missing Japanese Cruiser.

HONG KONG, July 10.—The fate of the new Japanese cruiser Unebi-kan has long been one of the mysteries of the sea. All that is known of her is that, with a Japanese crew of 300 men, she sailed from France, where she was built for the Government on practically the same plans as the American cruiser Charleston, and that after passing Singapore she was never heard from. Not a survivor has ever appeared nor has a trace of her wreckage been recovered. Now, five years after this disaster, the first intimation of her fate comes from the Piscadores, a group of islands off the China coast which have seen in the last twenty years a large number of disastrous wrecks. A missionary named Campbell was recently sent by the citizens of Hong Kong to distribute among the inhabitants of the Piscadores rewards for saving the lives of some of the survivores of the wrecked passenger steamer Bokhara. Unlike most of the natives of the coast, these islanders did everything in their power for the castaways, and a fund has been raised in Hong Kong to reward them. The Bokhara, a large passenger steamer, went down on the reef of Sand Island, one of the Piscadores, in the great typhoon of last October. Only a half dozen were saved as the captain failed to warn the passengers in time, and nearly all were drowned like rats in a trap. In the same storm the British steamer Norman was lost.

Mr. Campbell, in distributing these rewards, ascertained that a third vessel, a sailing ship, went down in this typhoon. He learned from the natives that a rock, not down on the chart, lies to the westward of Bird Island, and that upon this rock, which is only exposed when the sea is very calm, many wrecks have occurred during the last twenty years. Some intelligent natives gave Mr. Campbell a vivid and detailed account of the wreck of a large Japanese vessel on this rock several years ago. They could not fix the date precisely, but from the description of the vessel and the large number of the crew, it is inferred that she must have been the Unebi-kan. The natives said that fishermen were out in their boats, but they could not approach the rocks because of the terrible sea. The rocks, which were just awash at low tide, were crowded with men, who gesticulated frantically for help. The fishermen could have saved a few, but as there were more than 100 of the unfortunates they dared not venture near for fear of a rush that would have swamped their frail boats. When they turned about and the castaways saw that death was sure, the air was filled with their shrieks of agony. The next day the fishermen returned with their boats, but in the meantime the tide had come in and not a trace of the shipwrecked crew could be seen.

From all sources Mr. Campbell secured as definite information as possible in regard to this rock and the neighboring reefs, and he has recommended that a good lighthouse be placed on the nearest spot, which is North Island. In his opinion it would save many lives and thousands of dollars.

Six German soldiers, including a sergeant and a corporal, all in full uniform, alighted at Dijon from the train from Belfort some weeks ago and asked to be taken to the military commandant. To him they explained that they had deserted from the German army in order to escape the cruel treatment to which they were subjected by their officers. They asked to be enlisted in the French army, signed papers for admission to the Foreign Legion, and were sent to Marseilles, en route to Africa.